 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC01LA029		Aircraft Registration Number: N2191J	
		Occurrence Date: 01/13/2001		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Anchorage	State AK	Zip Code 99502	Local Time 1430	Time Zone AST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Piper		Model/Series PA-18		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 13, 2001, about 1430 Alaska standard time, a tundra tire-equipped Piper PA-18 airplane, N2191J, sustained substantial damage during a forced landing, about 32 miles west of Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at the Birchwood Airport, Chugiak, Alaska, about 1330.</p> <p>During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), January 14, 2001, the pilot reported that he was in cruise flight about 1,000 feet above ground level (agl). He observed an area of snow showers ahead of the airplane, and decided to descend to about 500 feet agl. The pilot said he reduced the engine throttle without first applying carburetor heat. When he added engine throttle to level the airplane at 500 feet, the engine began sputtering. He then applied carburetor heat, but the engine did not respond. The engine continued to run rough, and the airplane could not sustain level flight. The pilot selected a snow-covered gravel bar for a forced landing. The airplane touched down in snow that was about 18 inches deep. During the landing roll, the airplane nosed over, and received damage to the right wing lift strut and the rudder.</p> <p>At 1453, an Aviation Routine Weather Report (METAR) at Anchorage was reporting in part: Wind, 276 degrees at 7 knots; visibility, 10 statute miles; clouds and sky condition, few at 2,500 feet, 7,000 feet overcast; temperature, 29 degrees F; dew point, 27 degrees F; altimeter, 29.52 inHg.</p> <p>In the Pilot/Operator report (NTSB Form 6120.1/2) submitted by the pilot, he reported the weather conditions in the area of the accident as 1,200 to 1,500 feet overcast; temperature 35 to 38 degrees F; light to moderate snow showers.</p> <p>The owner's handbook for the accident airplane states in part: "Cruising: ...Unless icing conditions in the carburetor are severe, do not cruise with the carburetor heat on. Apply full carburetor heat only for a few seconds at intervals determined by icing severity. Approach and Landing: ...The carburetor heat need not be used unless icing conditions prevail, but the engine should be cleared occasionally by opening the throttle."</p> <p>The FAA's, Pilot's Handbook of Aeronautical Knowledge, AC 61-23C, states, in part: "Conditions conducive to carburetor icing: ...if the temperature is between 20 degrees F and 70 degrees F, with visible moisture or high relative humidity, the pilot should be constantly on the alert for carburetor ice. During low or closed throttle settings, an engine is particularly susceptible to carburetor icing."</p> <p>The FAA's, Pilot Precautions and Procedures to be Taken in Preventing Aircraft Reciprocating Engine Induction System and Fuel System Icing Problems, AC 20-113, states, in part: Vaporization icing</p>					
FACTUAL REPORT - AVIATION					

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Occurrence Date: 01/13/2001


Occurrence Type: Accident


Narrative (Continued)


may occur at temperatures from 32 degrees F to as high as 100 degrees F with a relative humidity of 50 percent or above. Since aviation weather reports normally include air temperature and dew point temperature, it is possible to relate the temperature/dew point spread to relative humidity. As the spread becomes less, relative humidity increases and becomes 100 percent when temperature and dew point are the same. In general, when the temperature/dew point spread reaches 20 degrees or less, you have a relative humidity of 50 percent or higher and are in potential icing conditions."


According to published carburetor icing charts, the atmospheric conditions at the time of the accident (38 degrees and visible moisture) reflected the probability of serious icing utilizing descent power.

In a telephone conversation with the pilot on June 11, 2001, he reported that no mechanical malfunctions were found after the airplane was recovered.

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		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer Piper		Model/Series PA-18		Serial Number 18-7185	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tailwheel					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt.	1750 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: O-320	Rated Power: 150 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 04/24/2000	Time Since Last Inspection 40 Hours	Airframe Total Time 4000 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? Yes	ELT Aided in Locating Accident Site? Yes			
Owner/Operator Information					
Registered Aircraft Owner Eric J. Jackson		Street Address 10509 S. Wildcat Rd.			
		City Molalla	State OR	Zip Code 97038	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
<div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 2</div>					

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First Pilot Information																																																																																				
Name		City		State	Date of Birth																																																																															
On File		On File		On File	On File																																																																															
					Age																																																																															
					37																																																																															
Sex: M	Seat Occupied: Left	Principal Profession: Unknown		Certificate Number: On File																																																																																
Certificate(s): Private																																																																																				
Airplane Rating(s): Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): None																																																																																				
Instructor Rating(s): None																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft? No			Current Biennial Flight Review? 09/07/1999																																																																																	
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--no waivers/lim.		Date of Last Medical Exam: 05/26/1999																																																																																
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>362</td> <td>35</td> <td>362</td> <td></td> <td>9</td> <td></td> <td>4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>10</td> <td>8</td> <td>10</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>5</td> <td>5</td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>5</td> <td>5</td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	362	35	362		9		4				Pilot In Command(PIC)											Instructor											Last 90 Days	10	8	10								Last 30 Days	5	5	5								Last 24 Hours	5	5	5							
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No																																																																																
				Second Pilot? No																																																																																
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: None																																																																																				
Departure Point	State		Airport Identifier	Departure Time	Time Zone																																																																															
Chugiak	AK		PABV	1330	AST																																																																															
Destination	State		Airport Identifier																																																																																	
Local Flight																																																																																				
Type of Clearance:																																																																																				
Type of Airspace:																																																																																				
Weather Information																																																																																				
Source of Briefing:																																																																																				
No record of briefing																																																																																				
Method of Briefing: Unknown																																																																																				

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		Occurrence Type: Accident			
Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
PANC	1453	AST	144 Ft. MSL	32 NM	90 Deg. Mag.
Sky/Lowest Cloud Condition: Few			2500 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast			7000 Ft. AGL	Visibility: 10 SM	Altimeter: 29.52 "Hg
Temperature: -2 °C		Dew Point: -3 °C	Wind Direction: 276		Density Altitude: Ft.
Wind Speed: 7		Gusts:	Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): Ft.		Visibility (RVV) SM	Intensity of Precipitation: Light		
Restrictions to Visibility: None					
Type of Precipitation: Snow Shower					
Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground					
- GRAND TOTAL -				1	1

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	Occurrence Date: 01/13/2001	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Scott Erickson		
Additional Persons Participating in This Accident/Incident Investigation: William Bohman Air Safety Inspector FAA, Anchorage FSDO 4510 W. International Airport Rd. Anchorage, AK 99502		
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